2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 138

City of Winchester

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Winchester															
December Ct	0.40	2200	_	From:		50, US 522 Par,		00/	0	0.000	_		2500	_	2000
7 Boscawen St	0.18	3300	F	89%	1%	2% 5%		0%	С	0.082	F		3500	F	2002
	Combined Traffic:	10000	F	89% To:	1%	2% 5%		0%	F	0.084	F		11000	F	
				From:		US 11 Camer RT 11	ron St								
7 11 Camero	n St 0.17	11000	F	89%	2%	4% 5%	6 1%	0%	F	0.086	F		12000	F	2002
(') ('')			•	0370	270	470 37	0 170	0 /0	•					'	2002
	Combined Traffic:	NA								0.086	F		NA		
				From:		US 11 Camer		-							
7 Piccaddilly St	0.18	11000	F	95 <u>%</u>	1%	2% 1%	6 1%	0%	F	0.088	F	0.538	11000	F	2002
<u> </u>				To: From:		East Lan									
	0.00	40000	_		40/	Piccadilly		00/	_	0.005	_	0.540	44000	_	2000
7 East Lane	0.02	10000	F	95% To:	1%	2% 1%		0%	F	0.095	F	0.513	11000	F	2002
<u> </u>				From:		Fairfax La Highland A									
7 National Ave	0.32	13000	F	95%	1%	2% 1%		0%	F	0.085	F	0.604	13000	F	2002
7 National Ave	0.32	13000	•	9570	1 70	2/0 1/	0 170	0 70	'	0.003	'	0.004	13000	'	2002
_				From:		38-5213 Pleasant	-								
7 Berryville Ave	0.79	17000	F	95%	1%	2% 1%	6 1%	0%	С	0.081	F	0.554	18000	F	2002
				To		Ross St		ŀ							
7 Berryville Ave	0.16	30000	F	95%	1%	2% 1%		0%	F	0.1	F	0.603	32000	F	2002
)				To:		ECL Winchest									
				From:				-							
7 Piccadilly St	0.18	7200	F	89%	1%	Braddock 2% 5%		0%	F	0.086	F		7600	F	2002
P/				09 /0	1 /0	2/0 3/	0 3/0	0 /6	ļ						2002
	Combined Traffic:	0	F	To:			C.			NA			0	F	
				10.		Cameron	St								
~~				From:		SCL Winch	ester								
11 Valley Ave	1.37	16000	F	95%	0%	2% 1%	6 2%	0%	F	0.084	F	0.506	17000	F	2002
~				To		Middle R	2d								
11 Valley Ave	0.12	22000	F	95%	0%	2% 1%		0%	F	0.089	F	0.575	24000	F	2002
11 Valley Ave	0.12		•	0070	070	270 17	0 270	<u> </u>	'	0.000	•	0.070	24000	•	2002
				From:		Weems La									
11 Valley Ave	0.67	17000	F	95%	0%	2% 1%	6 2%	0%	F	0.085	F	0.511	18000	F	2002
~				To		Bellview A	Ave								
11 Valley Ave	0.59	14000	F	95%	0%	2% 1%		0%	F	0.088	F	0.626	14000	F	2002
11)			-						-		-			•	
~~ ,,, ,,				From:		US 11 Par Brac	ldock St								
11 Valley Ave	0.09	3200		000/	00/		/ 00/	00/		0 000			0000		0000
~			F	96%	0%	1% 1%		0%	F	0.096	F		3300	F	2002
	Combined Traffic:	14000	F	92%	0% 1%	1% 1% 4% 2%	6 1%	0% 0%	F F	0.096 0.089	F F	0.627	3300 15000	F F	2002
	Combined Traffic:	14000		92% To:		1% 1% 4% 2% Gerrard S	% 1% St					0.627			2002
~~ 0			F	92% To:	1%	1% 1% 4% 2% Gerrard S Valley A	6 1% St ve	0%	F	0.089	F		15000	F	
11) Gerrard St	Combined Traffic: 0.10	14000 15000		92% To: From: 96%		1% 1% 4% 2% Gerrard 9 Valley A 1% 1%	6 1% St ve 6 2%					0.627			
11) Gerrard St			F	92% To: From: 96% To:	1%	1% 19 4% 29 Gerrard 9 Valley A 1% 19 Cameron	% 1% St ve % 2%	0%	F	0.089	F		15000	F	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	0.10	15000	F	92% To: From: 96% To: From:	0%	1% 19 4% 2% Gerrard 9 Valley A 1% 19 Cameron US 50 Gerra	% 1% St ve % 2% St urd St	0%	F	0.089	F		15000	F F	2002
11) Cameron St	0.10	15000 6000	F F	92% To: From: 96% To: From: 89%	1% 0% 2%	1% 1% 4% 2% Gerrard S Valley A 1% 1% Cameron US 50 Gerra 4% 5%	% 1% St vve % 2% St urd St % 1%	0%	F F	0.089 0.078 0.082	F		15000 15000 6300	F F	2002
11) Cameron St	0.10	15000 6000	F	92% To: From: 96% To: From:	0%	1% 19 4% 2% Gerrard 9 Valley A 1% 19 Cameron US 50 Gerra	% 1% St vve % 2% St urd St % 1%	0%	F	0.089	F		15000	F F	2002
11) Cameron St	0.10	15000 6000	F F	92% To: From: 96% To: From: 89%	1% 0% 2%	1% 1% 4% 2% Gerrard S Valley A 1% 1% Cameron US 50 Gerra 4% 5%	6 1% St ve 6 2% St urd St 6 1% 6 1%	0%	F F	0.089 0.078 0.082	F		15000 15000 6300	F F	2002
11) Cameron St	0.10	15000 6000	F F	92% To From: 96% To From: 89% 93%	1% 0% 2%	1% 19 4% 29 Gerrard S Valley A: 1% 19 Cameron US 50 Gerra 4% 59 3% 29	6 1% St vve 6 2% St urd St 6 1% 6 1% St	0%	F F	0.089 0.078 0.082	F		15000 15000 6300	F F	2002
Cameron St	0.10 0.53 Combined Traffic:	15000 6000 14000 11000	F F F	92% To From: 96% To From: 89% 93% From:	1% 0% 2% 1%	1% 1% 4% 29 Gerrard S Valley A: 1% 19 Cameron US 50 Gerra 4% 59 3% 29 Boscawen	6 1% St vve 6 2% St urd St 6 1% 6 1% St	0% 0% 0% 0%	F F C C	0.089 0.078 0.082 NA 0.086	F F F		15000 15000 6300 15000	F F F	2002
Cameron St	0.10 0.53 Combined Traffic: 0.17	15000 6000 14000	F F F	92% To From: 96% To From: 89% 93% From:	1% 0% 2% 1%	1% 1% 4% 2% Gerrard S Valley A: 1% 19 Cameron US 50 Gerra 4% 5% 3% 29 Boscawen 4% 5%	6 1% St vve 6 2% St urd St 6 1% 6 1% St	0% 0% 0% 0%	F F C C	0.089 0.078 0.082 NA	F F		15000 15000 6300 15000	F F F	2002
Cameron St	0.10 0.53 Combined Traffic: 0.17 Combined Traffic:	15000 6000 14000 11000 NA	F F F	92% To From 96% To From 89% 93% To From 89%	1% 0% 2% 1%	1% 19 4% 29 Gerrard 9 Valley A 1% 19 Cameron US 50 Gerra 4% 59 3% 29 Boscawen 4% 59	6 1% St ve 6 2% St ard St 6 1% 6 1% St St St St	0% 0% 0% 0% 0%	F F C C	0.089 0.078 0.082 NA 0.086 0.086	F F F		15000 15000 6300 15000 12000 NA	F F F	2002
Cameron St Cameron St Cameron St Cameron St	0.10 0.53 Combined Traffic: 0.17 Combined Traffic: 0.83	15000 6000 14000 11000 NA 4000	F F F	92% To From 96% To From 989% 93% To From From 99%	1% 0% 2% 1% 2%	1% 1% 4% 2% Gerrard S Valley A: 1% 19 Cameron US 50 Gerra 4% 59 3% 29 Boscawen 4% 59 Piccadilly 1% 19	6 1% St vve 6 2% St urd St 6 1% St 5 1% St 6 1%	0% 0% 0% 0% 0%	F C C F	0.089 0.078 0.082 NA 0.086 0.086	F F F		15000 15000 6300 15000 12000 NA 4300	F F F	2002
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Cameron St Cameron St Cameron St Cameron St	0.10 0.53 Combined Traffic: 0.17 Combined Traffic: 0.83	15000 6000 14000 11000 NA 4000	F F F	92% To From 96% To From 89% 93% To From 89% 93% To From 96% From 750 From 7	1% 0% 2% 1% 2%	1% 19 4% 29 Gerrard 9 Valley A 1% 19 Cameron US 50 Gerra 4% 59 3% 29 Boscawen 4% 59 Piccadilly 1% 19 1% 19 Loudoun	6 1% St vve 6 2% St urd St 6 1% 6 1% St 6 1% St 6 2% St St 5 2% 6 2% St	0% 0% 0% 0% 0%	F C C F	0.089 0.078 0.082 NA 0.086 0.086	F F F		15000 15000 6300 15000 12000 NA 4300	F F F	2002
Cameron St Cameron St Cameron St Cameron St	0.10 0.53 Combined Traffic: 0.17 Combined Traffic: 0.83 Combined Traffic:	15000 6000 14000 11000 NA 4000 9300	F F F F	92% To From 96% To From 89% 93% Ta From 89% 93% Ta From 96% To From From From From From From From Fro	1% 0% 2% 1% 2% 0% 0%	1% 1% 4% 29 Gerrard 5 Valley A 1% 19 Cameron US 50 Gerra 4% 59 3% 29 Boscawen 4% 59 Piccadilly 1% 19 1% 19 Loudoun Cameron	6 1% St ve 6 2% St ard St 6 1% 6 1% St 6 1% St 6 2% St 6 2% St 6 2% St St St St	0% 0% 0% 0% 0%	F C C C	0.089 0.078 0.082 NA 0.086 0.086	F F F F	0.671	15000 15000 6300 15000 12000 NA 4300 9800	F F F F	2002 2002 2002 2002
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Route		Length	AADT	QA	4Tire	Bus	2Axle :	Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester					From:			10.									
11 50 Braddo	ook St	0.53	8500	F	96%	1%	2%	rard St 0%	1%	0%	С	0.094	F		9000	F	2002
1,1 50 Braddo		0.53											Г				2002
	Combined	I raffic:	14000	F	93% To:	1%	3%	2% awen St	1%	0%	С	NA			15000	F	
					From:			adilly St		+							
11 Braddock St		0.36	3000	F	90%	2%	5%	2%	1%	0%	С	0.094	F		3200	F	2002
Braddock St	Combined		7100	F	94%	1%	3%	1%	1%	0%	C	NA	•		7500	F	
	Combined	manic.	7 100	•	To:	1 /0		th Ave	1 /0	0 70	C	INA			7 300	'	
					From:			dock St									
North Ave		0.03	500	F	95%	1%	2%	1%	1%	0%	С	0.119	F	0.767	520	F	2002
Ē.)	Combined	Traffic:	0	F								NA			0	F	
					To:		Loud	doun St									
~~~					From:		Nor	th Ave									
11 Loudoun St		0.30	4800	F	96%	1%	1%	2%	0%	0%	С	0.095	F	0.82	5100	F	2002
£)	Combined	Traffic:	8800	F	96%	0%	1%	1%	1%	0%	С	NA			9300	F	
					To:		Wx	yck St									
11 Loudoun St		0.24	5300	F	96%	0%	1%	1%	2%	0%	С	0.089	F	0.809	5600	F	2002
Loudoun St	Combined		9300	F	96%	0%	1%	1%	2%	0%	C	NA	•	0.000	9800	F	2002
	Combined	manic.	9300	-	To:	0 /0		eron St	Z /0	0 /6	C	INA			9000		
					From:												
Millus	ad Ava	0.00	26000	_		00/		/inchester	10/	00/	С	0.002	F	0.622	20000	_	2002
17) [50] Millwoo	od Ave	0.09	26000	F	96%	0%	1%	1% [-81	1%	0%	C	0.083	Г	0.622	28000	F	2002
					From:	Ma	intenance Ju		Change								
17 50 Jubal I	Early Drive	0.15	26000	F	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	F	2002
17) (30) 00000 1	zany Dino	0.10		•	To:	0 70		-81	170		Ū	0.000	•	0.022	20000	•	2002
					From:			Early Dr									
17 50 Millwoo	od Ave	0.80	17000	F	96%	1%	2%	0%	1%	0%	F	0.087	F	0.521	18000	F	2002
					To:		Cam	eron St									
					From:		WCL V	Vinchester									
50 Amherst St		0.64	20000	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.603	21000	F	2002
30)					т												
		0.75	47000	_	From:	40/		x Dr	00/		_	0.005	_	0.540	40000		0000
50 Amherst St		0.75	17000	F	98% To:	1%	1%	1%	0%	0%	С	0.085	F	0.518	18000	F	2002
					From:			awen St nerst St									
50 Boscawen St		0.37	16000	F	98%	1%	1%	1%	0%	0%	F	0.086	F	0.515	17000	F	2002
50 Boscawen Si	•	0.57	10000	•	To:	1 /0		dock St	0 /0	070	'	0.000	'	0.515	17000	'	2002
					From:			awen St									
50 Braddock St		0.53	8500	F	96%	1%	2%	0%	1%	0%	С	0.094	F		9000	F	2002
30) =	Combined			F	93%	1%	3%	2%	1%	0%	С	NA	-		15000	F	
	Sombilied		1-300	•	To:	1 /0		rard St	1 /0	- J	J	14/1			10000	•	
					From:			dock St									
50 Gerrard St		0.07	11000	F	96%	1%	2%	0%	1%	0%	F	0.082	F	0.612	11000	F	2002
30)					To:												
50 11 Gerrar	4 Ct	0.10	15000	F	96%	0%	1%	ey Ave 1%	2%	0%	F	0.078	F	0.671	15000	F	2002
50 { 11 } Gerrar	น	0.10	15000	г	90 70 To:	076			270	0%	F	0.076	Г	0.671	13000	Г	2002
					From:			11 P eron St									
50 Millwood Ave	<b>.</b>	0.80	17000	F	96%	1%	2%	0%	1%	0%	F	0.087	F	0.521	18000	F	2002
30)		0.50		•	To:	. 70		Early Dr	. 70		•	0.00.	•	J.J_ 1		•	_002
					From:			ood Ave									
50 Jubal Early D	Prive	0.15	26000	F	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	F	2002
					To:												
		0.00	26000	-	From:	00/		10/	10/	00/	^	0.000	_	0.600	20000	_	2000
50 Millwood Ave	;	0.09	26000	F	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	F	2002
								/inchester									
					From:		Brad	dock St									
$\sim$																	
50 7 Piccad	lilly St	0.18	7200	F	89%	1%	2%	5%	3%	0%	F	0.086	F		7600	F	2002
50 7 Piccad	lilly St Combined		7200 0	F F	89%	1%	2%	5%	3%	0%	F	0.086 NA	F		7600 0	F F	2002

							City of W	incheste	er								
Route	ļ	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
city of Winchester																	
~ ~ ~ ~ · · ·	Ct	0.47	44000	_	From:	20/	Piccad		40/	00/	_	0.000	_		40000	_	2002
50} {11} Came		0.17	11000	F	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	F	2002
~ ~	Combined ³	Traffic:	NA									0.086	F		NA		
					To: From:		Boscav	wen St		-							
50 (11) Came	ron St	0.53	6000	F	89%	2%	4%	5%	1%	0%	С	0.082	F		6300	F	2002
	Combined ¹	Traffic:	14000	F	93%	1%	3%	2%	1%	0%	С	NA			15000	F	
					To:		US 50 G										
lorth					From:		SCL Wi	nchester									
81		0.07	28000	Α	75%	1%	3%		20%	1%	С	0.094	Α		28000	Α	2002
01)	Combined ³		55000	Α	75%	1%	2%		19%	1%	С	0.092	Α	0.512	55000	Α	
	Combined	rranic.	55000	^	To:	1 /0	NCL Wi		10 /0	1 70	O	0.002		0.512	33000	^	
4  -					From:												
outh		0.07	27000	Α	76%	1%	SCL Wi		19%	1%	Α	0.096	Α		27000	Α	2002
81)	0 1. 1.													0.540			2002
	Combined ³	I raffic:	55000	Α	75%	1%	2%		19%	1%	С	0.092	Α	0.512	55000	Α	
					To:		NCL Wi			I							
~ ~					From:		ECL Wi	nchester									
22 \ 50 \ Millwo	od Ave	0.09	26000	F	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	F	2002
~~					To:		I-8										
~~~				_	From:		intenance Jur				_		_			_	
522 \ \ 50 \ Jubal	Early Drive	0.15	26000	F	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	F	2002
~ ~					To: From:		I-8										
~~ ~~ MIII		0.00	47000	_		40/	Jubal E		40/	00/	_	0.007	_	0.504	40000	_	0000
522 \ 50 \ Millwo	od Ave	0.80	17000	F	96%	1%	2%	0%	1%	0%	F	0.087	F	0.521	18000	F	2002
~ ~					From:		N R	T 50		-							
22 11 Came	ron St	0.53	6000	F	89%	2%	4%	5%	1%	0%	С	0.082	F		6300	F	2002
= (:)	Combined ¹	Traffic:	14000	F	93%	1%	3%	2%	1%	0%	С	NA			15000	F	
					To:		D	C.									
~ Como	ron Ct	0.17	44000	F	From: 89%	2%	Boscav		1%	0%	F	0.006	_		12000	F	2002
522 (11) Came		0.17	11000	г	09%	270	4%	5%	170	0%	Г	0.086	F		12000	Г	2002
	Combined ³	i rattic:	NA		To:		D: 1	CIL C		1		0.086	F		NA		
					From:		Piccad Came			-							
7 Piccao	tilly St	0.18	7200	F	89%	1%			3%	0%	F	0.086	F		7600	F	2002
522 7 Piccad	Combined ²		0	F	00 /0	170	270	070	0 70	070	'	NA	•		0	F	2002
	Combined	Hailic.	U	г	To:		RT 7 P	/DT 50		1		INA			U	Г	
					From:		Bradd										
Piccadilly St		0.19	5900	F	94%	1%	3%	2%	1%	0%	F	0.093	F	0.619	6200	F	2002
, , ,					To:		Fairmo										
					From:		Piccad										
Fairmont Ave	Э	0.22	6700	F	94%	1%	3%		1%	0%	F	0.091	F	0.629	7100	F	2002
(2)					To:					1							
Egirmont Au		0 EE	12000	F	From:	10/	Comme		10/	00/		0.004	F	0 602	12000		2002
Fairmont Ave	5	0.55	12000	F	94% To:	1%			1%	0%	С	0.094	F	0.683	13000	F	2002
							NCL Wi			J							
~~ ~~	-				From:		Came										
5 <u>2</u> 2) (11) Gerrai	rd St	0.10	15000	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.671	15000	F	2002
÷					To		Valle	v Ave].							
522 50 Gerrai	d St	0.07	11000	F	96%	1%			1%	0%	F	0.082	F	0.612	11000	F	2002
522 50 Gerrai					To:		Bradd				·		·				
					From:		Gerra										
522 50 Bradd	ock St	0.53	8500	F	96%	1%	2%		1%	0%	С	0.094	F		9000	F	2002
	Combined ³		14000	F	93%	1%	3%		1%	0%	С	NA			15000	F	
				-	To:	. , •	Boscav		.,•	- / -	•					-	
					From:												
Wandstank	n	0.62	1000	_		10/	Pleasant V		10/	00/	_	0.000	_	0.566	1000	_	2000
Woodstock I	_11	0.63	1800	F	95% To:	1%			1%	0%	С	0.090	F	0.566	1900	F	2002
							ECL Wi										
					From:		Berryvi	lle Ave									
$\widehat{}$																	
2 Fort Collier D	Orive	0.16	7200	F	91%	1%	2%	2%	3%	0%	С	0.083	F	0.507	7600	F	2002

						City of Windhest	ei								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Winchester				From:				-							
3 Washington St	0.64	4400	F	riom.		Handley Blvd				0.096	F	0.626	4600	F	2002
3 Washington St	0.01		•	To:		Piccadilly St				0.000	•	0.020	1000	•	2002
				From:		Braddock St		Ī							
4 Handley Blvd	0.08	12000	F	<u> </u>						0.095	F	0.545	13000	F	2002
				To:		Washington St									
				From:		Valley Ave									
5 Tevis Ave	0.21	8100	F	99%	0%	0% 0%	0%	0%	С	0.085	F	0.542	8600	F	2002
				To:		Cedarmeade Ave									
				From:		Tevis St									
6 Cedarmeade Ave	0.55	1500	F	93%	2%	3% 2%	1%	0%	С	0.143	F	0.575	1600	F	2002
				To:		Papermill Rd									
<u> </u>			_	From:		Handley Ave					_			_	
7 Jubal Early Dr	0.65	5100	F							0.093	F	0.651	5400	F	2002
<u> </u>				From:		US 11 Valley Avenu	ie								
7 Jubal Early Dr	1.13	19000	F	_						0.083	F	0.505	20000	F	2002
				To:		US 50									
	0 =0	40000	_	From:	001	WCL Winchester		00′		0.00=	_	0.00-	40000	_	000
5200 Cedar Creek Grade	0.52	12000	F	96%	0%	2% 1%	1%	0%	F	0.095	F	0.625	13000	F	2002
				To: From:		Valley Ave									
5200) Weems Ln	0.50	13000	F	96%	0%	2% 1%	1%	0%	С	0.090	F	0.502	14000	F	2002
				To:		Papermill Rd									
O				From:		Valley Ave								_	
5201) Middle Rd	1.01	3900	F	92%	1%	4% 3%	1%	0%	С	0.092	F	0.612	4100	F	2002
				To:		WCL Winchester									
O = 5	0.00		_	From:	40/	US 50	40/	20/	_	0.404	_	0.500	0700	_	0000
₅₂₀₃ Fox Dr	0.86	3500	F	96% To:	1%	1% 2%	1%	0%	С	0.104	F	0.566	3700	F	2002
						NCL Winchester		_							
5204) Cork St	0.08	9100	F	98%	1%	US 11 Cameron St 1% 1%	0%	0%	F	0.090	F	0.518	9700	F	2002
Cork St	0.06	9100	Г	90%	1 70	170 170	070	070	Г	0.090	Г	0.516	9700	Г	2002
O 0 1 01	0.40	44000		From:	40/	Kent St	00/	- 00/	_	0.000	_	0.500	44000		0000
5204 Cork St	0.48	11000	F	98%	1%	1% 1%	0%	0%	F	0.088	F	0.539	11000	F	2002
<u> </u>				From:		38-5213 Pleasant Valle									
Senseny Rd	0.44	11000	F	98%	1%	1% 1%	0%	0%	С	0.089	F	0.535	12000	F	2002
				To:		ECL Winchester									
			_	From:		Fairmont Ave			_		_			_	
5206 Commercial St	0.29	4300	F	93%	0%	3% 2%	2%	0%	С	0.102	F	0.576	4600	F	2002
				To:		Cameron St									
Chaumaa Dr	0.67	E000	_	From:	40/	SCL Winchester	20/	00/	0	0.000	_	0.540	E200	_	2000
5207) Shawnee Dr	0.67	5000	F	94% To:	1%	2% 2% Papermill Rd	2%	0%	С	0.086	F	0.546	5300	F	2002
5209) Papermill Rd	0.86	11000	F	97%	0%	SECL Winchester 2% 1%	0%	0%	F	0.087	F	0.51	12000	F	2002
Papermill Rd	0.00	1 1000	r	3170	U 70			U /0	r	0.007	r	0.51	12000	I.,	2002
Denomination D.1	0.04	F000		From:	001	Pleasant Valley Rd		-00/		0.000	_	0.507	0400		0000
5209 Papermill Rd	0.64	5800	F	97%	0%	2% 1%	0%	0%	F	0.089	F	0.537	6100	F	2002
				To: From:		Weems Ln									
5209) Papermill Rd	0.58	16000	F	97%	0%	2% 1%	0%	0%	С	0.09	F	0.537	17000	F	2002
				To: From:		Commerce St									
5209) Loudoun St	0.57	6600	F	97%	0%	2% 1%	0%	0%	F	0.097	F	0.512	7000	F	2002
				To:		Gerrard St									
				From:		Papermill Rd									
			_	95%	0%	2% 2%	1%	0%	С	0.081	F	0.541	21000	F	2002
5213) Pleasant Valley Rd	1.22	20000	F	00 /0		270 270									
5213) Pleasant Valley Rd	1.22	20000	Г	To:											
Pleasant Valley Rd (5213) Pleasant Valley Rd	0.36	25000	F	To: From: 95%	0%	Jubal Early Drive 2% 2%	1%	0%	F	0.087	F	0.554	26000	F	2002

							Tru	ıck		-	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
City of Winchester				From:		Mill	wood Ave									
(5213) Pleasant Valley Rd	0.91	23000	F	95%	0%	2%	2%	1%	0%	F	0.081	F	0.526	24000	F	2002
				To: From:		(Cork St									
5213) Pleasant Valley Rd	0.36	19000	F	95%	0%	2%	2%	1%	0%	F	0.080	F	0.546	20000	F	2002
				To-		Berr	yville Ave									
5221) Smithfield Ave	0.63	2700	F	93%	1%	Nat 3%	ional Ave 1%	1%	0%	С	0.094	F	0.573	2900	F	2002
Smithfield Ave	0.00	2700	•	To-	170		Winchester		070	0	0.054		0.070	2500	'	2002
				From:		Ceda	rmeade Ave	e	1							
2nd St		240	F	т							0.142	F		250	F	2002
				From:			nmit Ave									
Amherst St		4300	F			DOS	scawen St				0.087	F		4600	F	2002
				To-		Bra	addock St									
				From:		Sha	awnee Dr									
Battaile Dr		1200	F	To:		SCI	Winchester	•	1		0.105	F		1300	F	2002
				From:			ntworth Dr	L	1							
Beachcroft Rd		200	F			VV CI	itwortii Di				0.107	F		220	F	2002
				To:		Oal	kwood Ct									
Dallaiau Aug		4000	_	From:		Va	alley Ave				0.000	_		4200	_	2002
Bellview Ave		1200	F	To:		T.	ewis St				0.089	F		1300	F	2002
				From:			udoun St		1							
Bond St		260	F								0.097	F		280	F	2002
				To			meron St									
Braddock St		700	F	From:		Jac	kson Ave				0.095	F		750	F	2002
Braddock Ot		700	•	To:		Lo	cust Ave				0.000	'		750	'	2002
				From:		Ri	idge Ave									
Branner Ave		380	F	. —							0.116	F		400	F	2002
				To: From:			saac St		1							
Butler Ave		240	F	rioni.		(Green St				0.094	F		260	F	2002
				To:		I	Beau St									
				From:		Ole	d Fort Rd									
Caroline St		260	F	To:		M	Iarion St				0.145	F		270	F	2002
				From:			itlock Ave		1							
Commerce St		600	F	<u> </u>		VV II	HOUR AVE				0.091	F		640	F	2002
				To		Sou	thwerk St									
D 1 6:			_	From:		Е	Bruce St				0.404	_		0.10	_	000-
Dunlap St		220	F	To:		WCI	Wincheste	r			0.121	F		240	F	2002
				From:			oudoun St	1	1							
E. Southwerk St		2000	F			5.1.	oudoun St				0.116	F		2100	F	2002
				To:		S. C	ameron St									
Elm St		2000	_	From:		Free	derick Ave				0.402	Г		4100		2002
Elm St		3900	F	To:		Woo	odland Ave				0.103	F		4100	F	2002
				From:			Frove St]							
Euclid Ave		490	F								0.138	F		520	F	2002
				To			odstock Ln									
Claire A.	From:	From:		S.L	oudoun St				0.440	_		200	_	2000		
Glaize Ave		260	F	To-		D	ead End		1		0.119	F		280	F	2002
						Ъ										

				City of willchester							
Route	Length AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Handley St	640	F	From:	Whitlock Ave		0.118	F		680	F	200
			To:	Sheridan St							
			From:	Papermill Rd							
Imperial St	200	F		•	-	0.142	F		220	F	200
			To:	Superior Ave							
			From:	Braddock St							
Jackson Ave	440	F			_	0.093	F		460	F	200
			To:	Pennsylvania Ave							
			From:	Beau St	j						
Kent St	900	F			=	0.098	F		950	F	200
			To: From:	WCL Winchester							
Kent St	6400	F	FIOIII.	Boscawen St		0.096	F		6800	F	200
Nent of	0400	•	To:	Philpot St	7	0.030	'		0000	•	200
			From:	Parkway Ave	1						
Leicester St	510	F		Paikway Ave	J	0.088	F		540	F	200
Eciocotci Ot	310	•	To:	Shawnee Ave	1	0.000	•		340		200
			From:	Branner Ave	i i						
Marion St	330	F	<u> </u>	Branner Ave	1	0.103	F		350	F	200
Widitori Ot	333	•	To:	Caroline St	1	0.100	•		000	•	
			From:	Hockman Ave	i						
Massanutten Terrace	580	F		Hocking Tve		0.126	F		620	F	200
		-	To:	Middle Rd	1	00	•		020	•	
			From:	Elm St							
Orchard Ave	230	F	<u> </u>	Liniot	J	0.114	F		250	F	200
Oronard Ave			To:	ECL Winchester	1						
			From:	Pall Mall St							
Parkway Ave	1000	F	<u> </u>	Tan Man De	<u>.</u> 1	0.112	F		1100	F	200
,			To:	Leicester St							
			From:	Richards							
Pennsylvania Ave	590	F			4	0.098	F		630	F	200
•			To:	Jackson Ave							
			From:	Fairmont Ave							
Peyton St	540	F			-	0.146	F		570	F	200
•			To:	Braddock St							
			From:	Dead End							
Pleasant Valley Rd	420	F	-		-	0.119	F		440	F	200
			To:	Cedarmeade Ave							
			From:	Cork St							
Purcell Ave	2100	F			_	0.12	F		2300	F	200
			To:	Grove St							
			From:	Millwood Ave							
S.Kent St	1200	F			_	0.11	F		1300	F	200
			To-	Southwerk St							
			From:	Dulles Circle]						
Saratoga Dr	440	F			-	0.119	F		470	F	200
			To:	Lake Dr							
			From:	Leicester St	j						
Shenandoah Ave	800	F			_	0.088	F		850	F	200
			To:	Cork St							
			From:	Handley St							
South Werk St	480	F			-	0.099	F		510	F	200
			To:	Ivy St							
			From:	Wolfe St							
Stewart St	9300	F		Boscawen St	_	0.091	F		9800	F	200

					Only of transmission							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
				From:	2Nd St				1 dotoi			
Summit Ave		160	F				0.141	F		170	F	2002
				To:	1St Street							
				From:	Jefferson St							
Tennyson Ave		520	F				0.122	F		560	F	2002
				To:	Leicester St							
				From:	Boscawen St							
Washington St		4100	F				0.094	F		4300	F	2002
				To-	Amherst St							
				From:	Applecroft Rd							
Wentworth Dr		1300	F				0.128	F		1400	F	2002
				To:	Beachcroft Rd							
				From:	Wood Ave							
Whitter Ave		730	G				NA			760	G	2002
				To-	Ridge Ave							
				From:	Whitter Ave							
Wood Ave		740	F				0.1	F		780	F	2002
				To:	Lanny Dr							
				From:	Pine St							
Woodland Ave		1100	F				0.1	F		1200	F	2002
				To:	Elm St							
				From:	Loudoun St							
Wyck St		3700	F				0.103	F		3900	F	2002
				To:	Braddock St							